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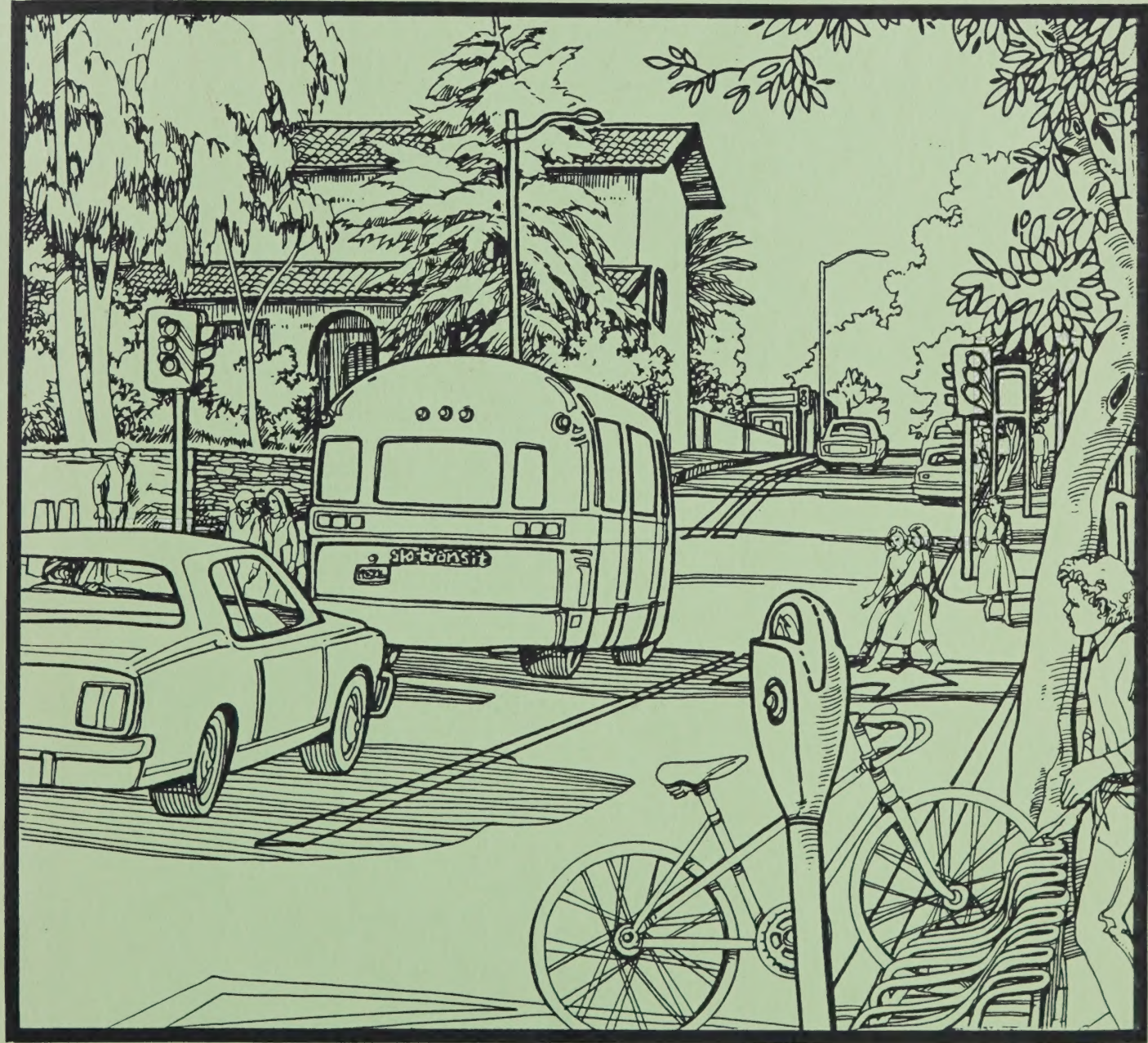
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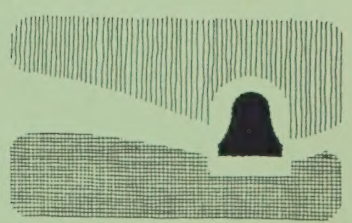
UNIVERSITY OF CALIFORNIA

CIRCULATION ELEMENT



126-80

city of san luis obispo



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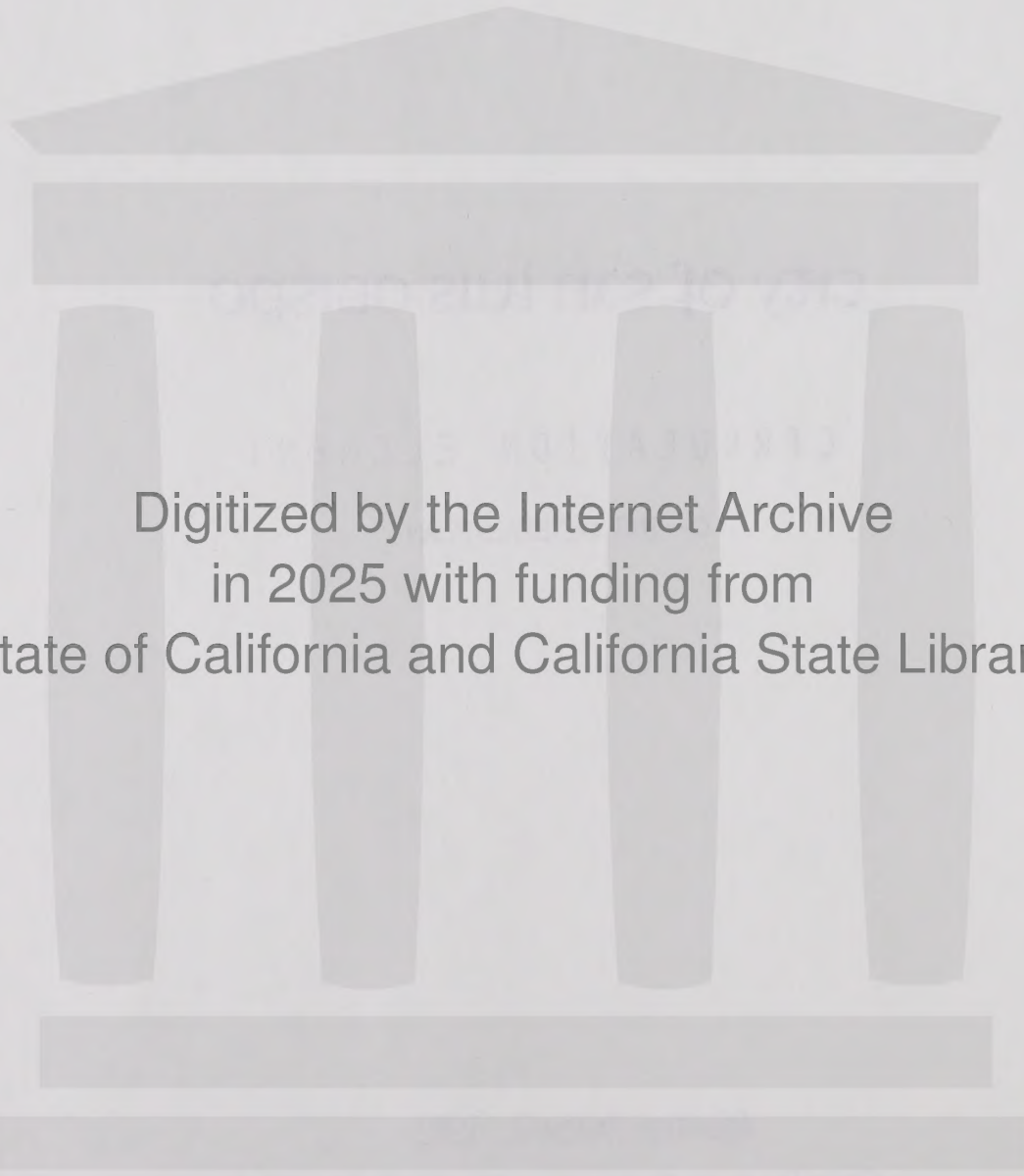
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CITY COUNCIL RESOLUTION NUMBER 4755
AMENDED NOVEMBER 9, 1982
CITY COUNCIL RESOLUTION NUMBER 4982



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AUTHORITY AND PURPOSE

This Circulation Element is one of the nine parts of the city's General Plan. It was prepared by planners working for the San Luis Obispo Department of Community Development. The Circulation Element meets the requirements of California Government Code Section 65302 (b) which directs all cities and counties to prepare:

A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the plan.

This Circulation Element goes beyond the "bare bones" requirements of state law. It tries to address other important community issues which are outlined in the 1980 General Plan Guidelines published by the California Office of Planning and Research.

This Circulation Element was adopted by the City Council and is an official part of the city's long-range plan. It replaces older circulation plans prepared by the city including the master plan of streets and highways adopted in 1966 and the 1973 Circulation Element. All major transportation projects undertaken in the city should be consistent with the maps and policies of this Circulation Element.

Copies of this report are available at the Community Development Department, 990 Palm Street, San Luis Obispo. Reference copies are available at the public library at Palm and Morro Streets.



PART 1

Introduction

PART 1-Introduction

THE SETTING AND THE PLAN

What is a Circulation Element?

This Circulation Element for the City of San Luis Obispo general plan is basically a plan to meet the city's transportation needs for the next 25 to 35 years. It deals for the most part with two basic subjects:

- The city's streets; and
- The different types of transportation that use those streets.

It deals with automobiles, motorcycles, buses, bicycles and walking. And it touches on other forms of transportation that are part of the overall picture: trucks, trains, and airplanes.

The Focus

The focal point of the Circulation Element is a series of programs which encourage people to use alternative forms of transportation such as buses, motorcycles, bicycles, walking and car pools. These programs are the subject of Part 2.

Because most types of transportation use the city's streets, this Circulation Element is also a plan for making changes to the street system to accommodate both motorized and people-powered traffic we expect between now and the year 2015. That's what Part 3 is about.. Part 4 discusses truck, air and rail transportation.

Technical Studies

Most of this report is devoted to describing transportation projects and programs. But we didn't include all the technical data assembled by our consultants. Nor did we explain all the whys and hows of each program or project. Much of the technical information is in engineering reports listed on page D-1. Copies of these reports are in the Community Development Department for anyone who wants to read them.

The Regional Question

Most of the policies and programs spelled out in this report zero in on circulation problems within San Luis Obispo. However, the city's street system (especially major thoroughfares such as Santa Rosa and Broad Streets) and the bus system are also part of a regional network that connects San Luis Obispo to other parts of the county. Therefore this report also briefly talks about some of the more important regional transportation problems.

The 1981 Regional Transportation Plan (RTP), published by the County Regional Transportation Planning Agency, is the official plan for the region. This Circulation Element is generally consistent with the county-wide plan.

A Historical Note

The founding Spanish padres laid out San Luis Obispo's first streets, following planning guidelines developed for colonizing the New World. In 1862, William R. Hutton finished a survey of the city. He mapped out the city limits and the interior street system. By the turn of the century, most of these streets bore the names they do today and provided access to small subdivided lots in the downtown and surrounding neighborhoods.

In the early days, planning the city's streets was relatively simple. Major streets were designed so a team of horses pulling a wagon had enough room to turn around. With the coming of the automobile and the growth of the city to its current population of 34,500 people, circulation planning became much more complicated. However, the purpose of the city's street system remains pretty much the same. Local streets do several things:

- Provide access to individual pieces of land.
- Allow people to move from one part of town to another.
- Provide for the delivery of supplies to local stores and offices.
- Allow people to pass through the city to other parts of the county and state.

Like most aspects of community life, ideas and values continue to change. The city adopted its first streets master plan in 1962. It was amended in 1966.

That map was replaced in 1973 by a general plan Circulation Element. In 1977, the City council, after three years' work, adopted a new general plan Land Use Element. That action set the stage for the development of this 1982 Circulation Element. The Land Use and Circulation Elements work hand in hand in outlining how the city should develop during the next 25 to 35 years.

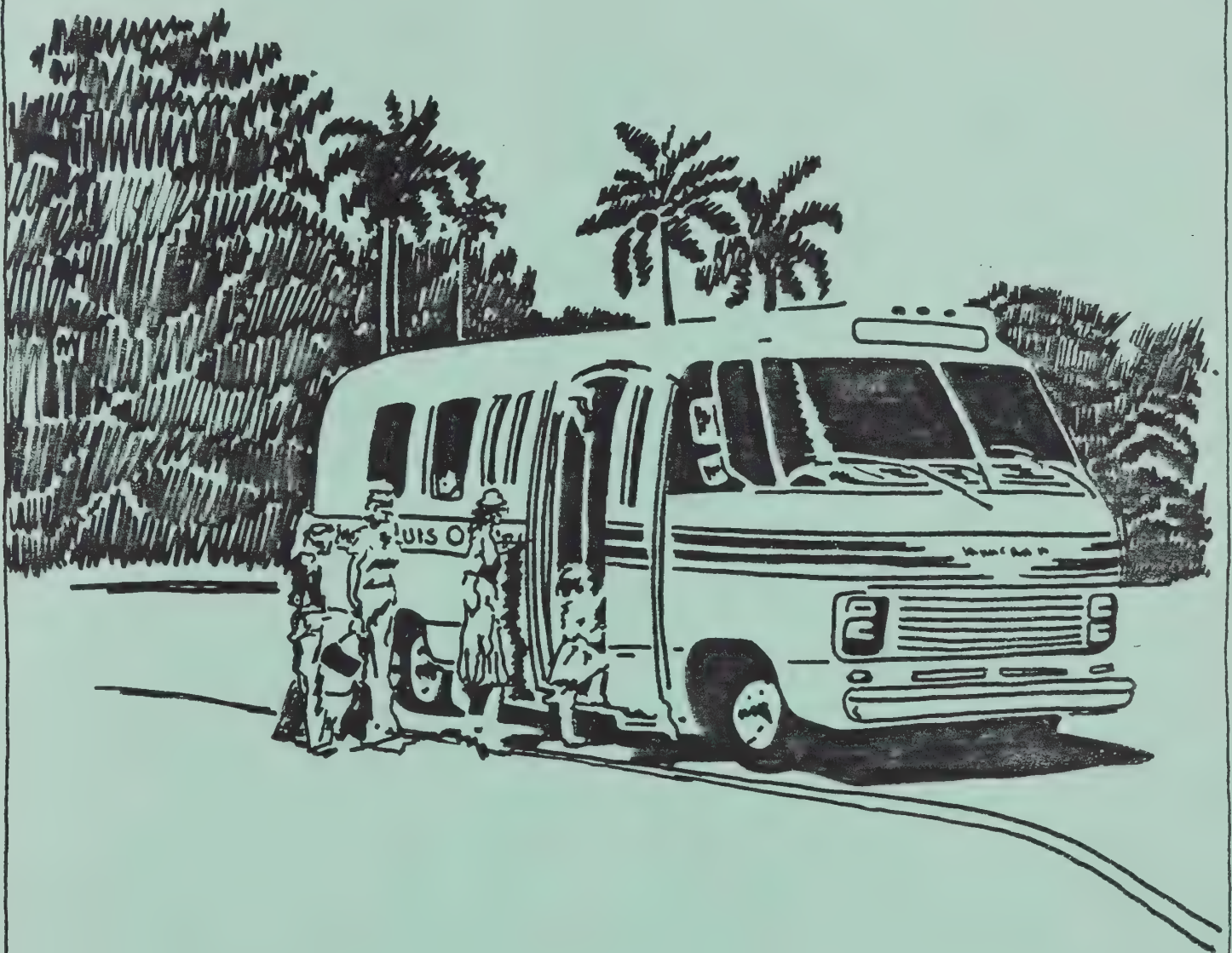
TRANSPORTATION GOALS

San Luis Obispo should keep its rural, small-city character. It is the community's SLO-paced lifestyle that makes it an enjoyable place to live. City government should carefully guide and control growth and development so these important qualities are not lost. The community's appearance, the character of its neighborhoods, and the economic vitality of its commercial centers are all affected by the types of transportation we use. Therefore, transportation planning should be guided by the community's broader goals and should be used to help attain them.

To achieve those broader aims, the city will pursue the following goals in transportation planning:

1. To reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using car pools.
2. To provide a system of streets that are well maintained and safe for all forms of transportation.
3. To reduce noise and pedestrian safety problems caused by heavy automobile traffic and trucks in residential areas.
4. To widen and extend streets only when there is a demonstrated need and when the projects will cause no significant, long-term environmental problems.
5. To make the downtown more functional and enjoyable for pedestrians.
6. To promote the safe operation of all modes of transportation.
7. To coordinate its planning of transportation with other affected agencies such as San Luis Obispo County, Cal Trans, and Cal Poly.

The city's plans for growth, development and its character over the next 20 to 30 years are stated in the general plan's Land Use Element. This Circulation Element, also part of the general plan, outlines how different types of transportation can be provided both in the city as it is and in the community envisioned by the Land Use Element. The two elements must work together.



PART 2

Traffic Reduction Programs

PART 2--Traffic Reduction Programs

INTRODUCTION

In order to improve circulation and to reduce traffic congestion throughout the community, the city will actively pursue policies and programs that are designed to encourage the public to use alternate forms of transportation other than the automobile, such as buses, bicycles, motorcycles, car pools, and walking.

Reducing the number of cars traveling local streets will also have other benefits, namely reduced noise and air pollution levels within the community.

OVERALL OBJECTIVES

To achieve the goal of reducing people's use of automobiles in San Luis Obispo, the city government will encourage:

- More people to use the in-town and regional bus systems on a regular basis.
- More people to ride bicycles, and mopeds or walk to work and school -- especially those who live within a 30-minute walk or ride.
- More people to form car or van pools -- especially those who commute daily from outlying areas.

IN-TOWN BUS SYSTEM

Basic Objective

Use of the bus and leaving cars at home. The bus system will serve the needs of those who do not have other means of transportation. It will also offer convenient transportation to people who commute daily from home to work or school, or who wish to go shopping.

Policies and Examples of Possible Programs

1. The city will continue to improve the level of bus service in San Luis Obispo so that it is more convenient and accessible to city residents. The city staff, Transit Committee, public groups and community residents are encouraged to suggest ways of improving the bus system. Examples (of possible improvements) include the following:

- To reduce the time between buses to 15 minutes throughout the day and week.
- To make additional buses available during peak-use periods of the day and week. Intervals between buses would remain the same.
- To set up an "express bus system" during the peak-use periods of the day and week. The intervals between buses would be reduced to 15 minutes during peak hours. The number of locations that the bus would stop in each neighborhood would be reduced. Pick-up points would be established at key neighborhood locations.
- To increase the time between buses during "non-peak" hours of the day on selected routes.
- To refine the routing and scheduling of buses so they provide more convenient service.
- To provide bus service to the San Luis Obispo County Airport, the Edna-Islay Planning Area, and the Rolling Hills-Country Club Estates suburban housing tracts.

Cal Poly University will be urged to allow "flag stops" on the college campus to encourage greater use of the bus system and provide more convenient service.

2. The city will develop incentives to encourage more people to use the bus, thus reducing automobile traffic and parking problems. The city's program will include at least the following ideas:
 - Consideration of a variety of lower-cost passes to encourage commuter use of the bus system.
 - Assistance to major employers in the area (such as Cal Poly, city, county and state governments and downtown businessmen) in developing ways of getting their employees to use the city bus system.
 - Encouraging Cal Poly and the State University system to consider lowering the quarterly parking permit fee for students or faculty who can show that they have purchased monthly bus passes.
 - Asking government agencies, major employers, and service organizations to buy bus tokens and resell them to the public and their employees at reduced rates.
3. The city will continue to financially support the in-town bus system and seek federal and state funds and other outside financial assistance.
 - The City Council will consider projects which improve the bus system as part of its yearly capital improvement program. When eligible, these projects will compete on a preferred policy basis for money typically used for building and maintaining city streets.
 - The city will ask for financial help from other public agencies and groups that benefit from the in-town bus system. This includes Cal Poly (both administration and ASI), county and state government, and the downtown Business Improvement Area (BIA).
 - The city will explore innovative methods of financing and apply for federal and state grants which can help finance the bus system.
4. The city will promote the use of the in-town bus system and encourage people to broaden their way of thinking about transportation and accept alternatives to the automobile.
 - The city will continue developing a marketing plan to promote the use of the bus system.

BICYCLE TRANSPORTATION

Basic Objective

Use of the bicycle as a means of daily transportation or recreation. People who live near their job or school (within a 20-30 minute bike ride) should be encouraged to use a bicycle (see Map #1 on page 11).

Policies and Examples of Possible Programs

1. The city will provide facilities which help make bicycling in San Luis Obispo safer and more convenient. Projects which the city may undertake include the following:

- Adoption of the bike route map as a part of the Circulation Element (see Map #2, page 13).

The city planning staff will work with the city engineer to prepare a detailed plan showing the design of bike paths along each segment of street shown on the bike route map (Map #2). In older built-out parts of the community, bike paths will generally be located within the roadway. In developing parts of the community, more innovative approaches (such as separated bike paths) will be considered. "Safety" will be the key factor which guides the precise design and location of bike paths.

The city will use the classification system and construction standards developed by Cal Trans as guides to designing bike paths.

Bike paths along existing streets may be created by (1) restricting curbside parking during daylight hours, (2) removing curbside parking when it is not needed, or (3) striping the street to the left of the curbside parking lane when sufficient space is available.

Bike paths will be included in the design of new major subdivisions and specific plans.

Where possible, creek, utility and maintenance easements will be used as off-street bike paths.

The city will ensure that the surface of streets along designated bike routes and the surface of separated bike paths are kept in good condition.

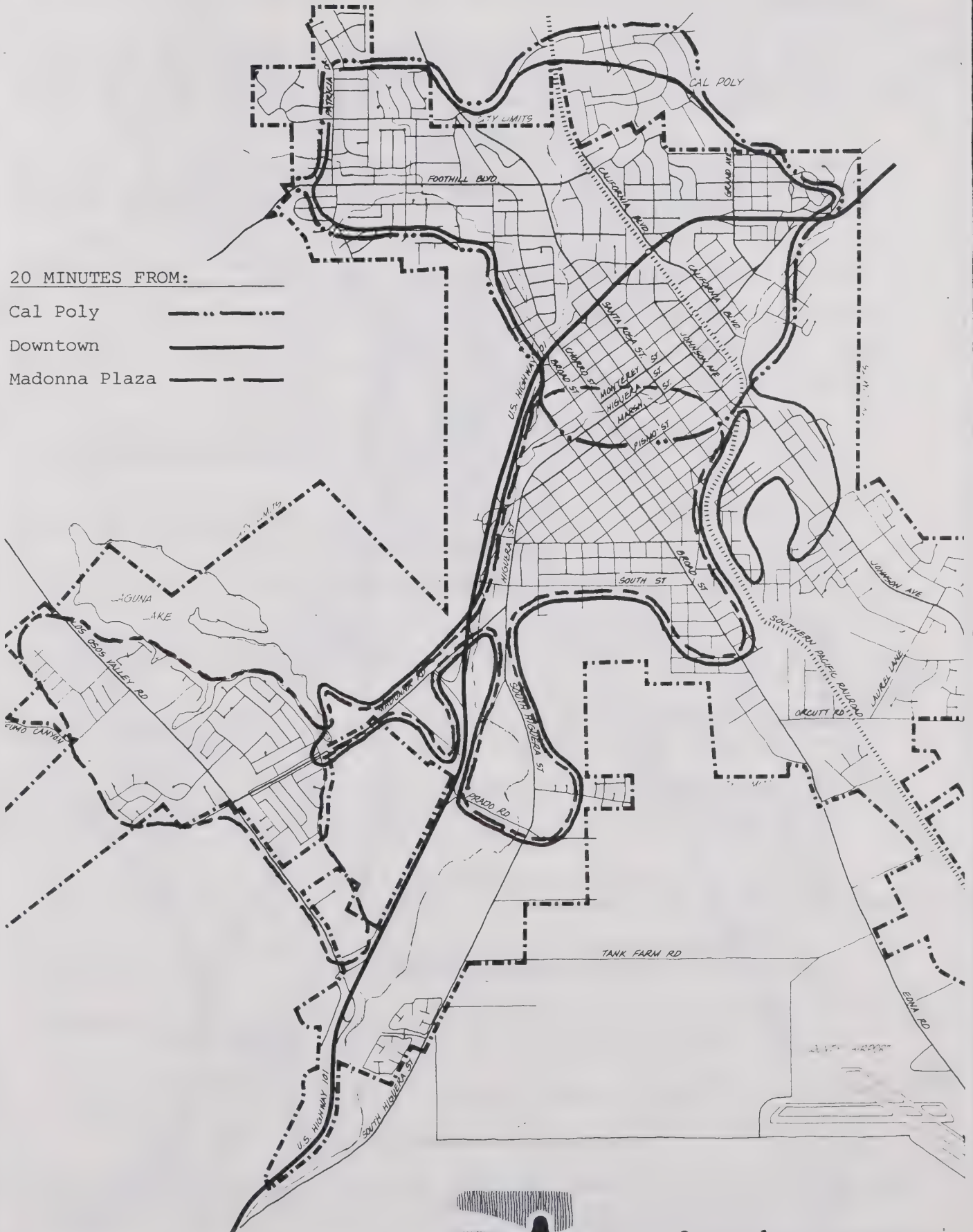
Bike routes within the city will link up with county bike routes which connect to other parts of the state.

Identification signs will be installed along all bike routes within San Luis Obispo.

MAP 1: bicycle distances

20 MINUTES FROM:

Cal Poly —····—
 Downtown ————
 Madonna Plaza —- - - -



city of san luis obispo

- Installation of bike racks at major activity centers such as large public buildings, schools, parks, theaters, churches, apartment complexes and in the central business district.

Bike racks will be installed as part of private development projects (1) when required by the city's Zoning Regulations, or (2) when required by the Architectural Review Commission, Planning Commission or City Council as a condition of project approval.

- Study by the Mass Transportation Committee of the feasibility of installing racks on city buses to carry bicycles. The committee will present its findings to the City Council.

2. The city will sponsor educational programs which promote the safe use of bicycles in San Luis Obispo. These programs may include the following:

- City licensing of all bicycles used on community streets. At the time bikes are licensed, the city will:

Inspect all bicycles to make sure they are equipped with safety devices (such as lights, reflectors, etc.) that are required by the Vehicle Code.

Test cyclists on their understanding of the Vehicle Code and good riding practices.

Hand out maps of bike paths in San Luis Obispo and surrounding area.

Collect a fee which (1) pays for the administration of the licensing program, and (2) generates funds to help pay for bicycle facilities in San Luis Obispo.

- Sponsorship of programs which teach people good bike-riding practices and how to repair and maintain their bicycles.

The Police Department will continue to work with the San Luis Coastal Unified School District to teach children traffic laws and bicycle riding skills.

The Parks and Recreation Department will offer classes on how to maintain, adjust and repair bicycles.

The city will encourage local bicycle clubs to offer informal instruction on how to safely ride bikes in city traffic.

The city will encourage driver training programs at local high schools to alert people to the problem of dealing with bicycle traffic.

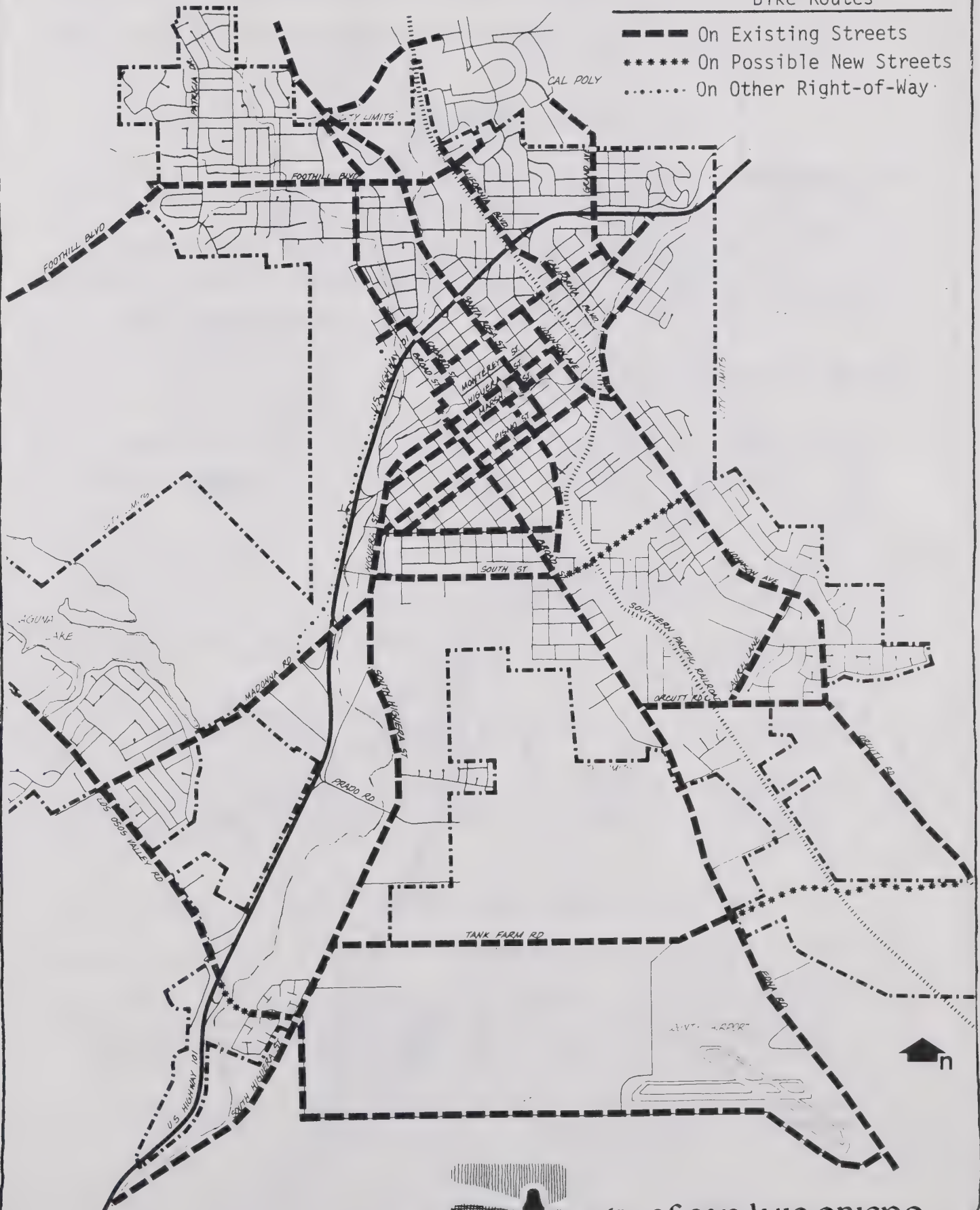
3. The city will promote the use of bicycles in San Luis Obispo. To do this the city will:

- Ask downtown businessmen, Cal Poly, and other major employers and government agencies to encourage people to try bicycle riding as an alternative to the automobile.

MAP 2:1982 bike route plan

Bike Routes

- On Existing Streets
- ***** On Possible New Streets
- On Other Right-of-Way



city of san luis obispo

- Publish information which promotes alternative forms of transportation, including bicycling.
- Have local bike clubs and the city Recreation Department sponsor bike rides in the city and county.

WALKING

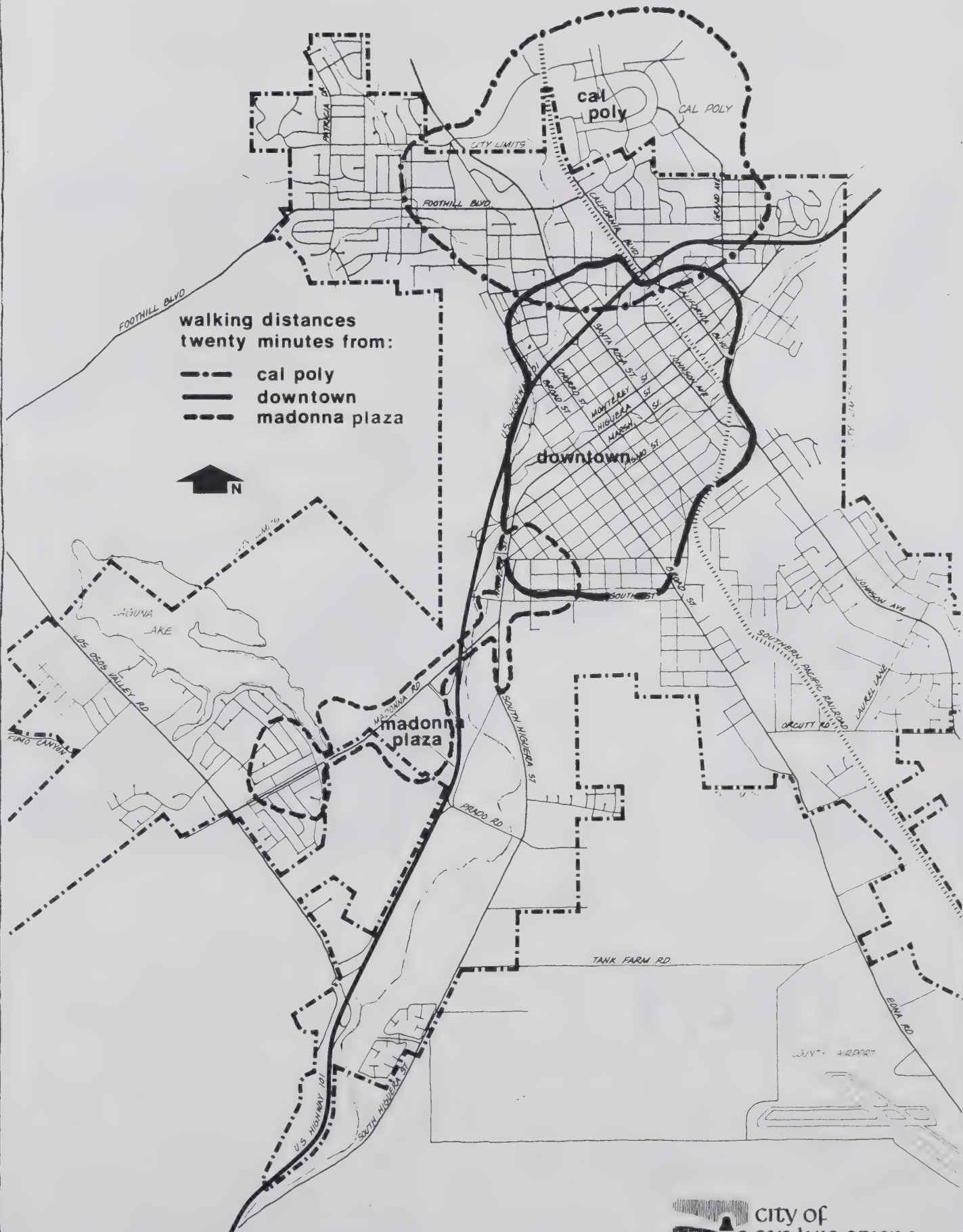
Basic Objective

Recognition of walking as a means of daily transportation and recreation. People who live near their jobs or school (within a 20- to 30-minute walk) will be encouraged to walk and leave their cars at home (see map #3 on page 15).

Policies and Examples of Possible Programs

1. The city will plan for and provide facilities which help make walking in San Luis Obispo safe and enjoyable. Projects which the city may undertake include the following:
 - Preparation of an urban trail plan for San Luis Obispo which connects housing areas with major activity centers.
 - Provision of sidewalks along public streets as part of city street projects or private developments.
 - Design of sidewalks to include trees, and, where appropriate, other landscaping to help break up the monotony of paved areas and provide shade to the walker.
 - Provision of street furniture such as benches, trash containers, and water fountains at strategic locations along major streets to serve the walking public.
 - Provision of outdoor seating areas for shoppers in major commercial areas such as the downtown, Madonna Plaza, and University Square.
 - Use of creek and utility easements for pedestrian paths where possible.
 - Continued repair and replacement of sidewalks in San Luis Obispo. Top priority will be given to fixing sidewalks in "high use" areas such as the central business district and along major streets which connect housing areas with schools, neighborhood shopping centers and parks.
 - Provision of crosswalk stripes at signalized intersections where pedestrian traffic is heavy.

MAP 3: 20-minute walking distances



- Installation of street lights at heavily-used intersections to improve pedestrian safety during evening hours.
- Timing of traffic signals at intersections that are heavily used by pedestrians to ensure that people can easily walk across the street before the light turns red.
- Removal of undesirable barriers to pedestrian access. For example, the city will work with the Southern Pacific Transportation Company and affected property owners to build safe pedestrian crossings of the railroad tracks. Signs should be consolidated to remove obstacles within sidewalk areas.

2. The city will promote walking as an effective way of making short trips in San Luis Obispo.

- Downtown employers and Cal Poly will be encouraged to ask people who live close to work or school to try walking and leaving their cars at home.
- The city will publish information about alternative forms of transportation including walking.



PART 3

The Streets Master Plan

PART 3--The Streets Master Plan

INTRODUCTION

The Streets Master Plan is one of the most important parts of this general plan Circulation Element. The Master Plan consists of the map attached to this report and written material on the following pages.

The Streets Master Plan describes what may be needed to provide adequate circulation in San Luis Obispo. It is a long-range plan which tries to anticipate future population growth of the city (up to the year 2015) and plan for the maintenance of existing streets, changes to some major thoroughfares, and the building of new streets to keep pace with future development.

In the broadest sense, city streets are transportation corridors. They allow cars, motorcycles, buses, delivery vehicles, bicycles, and pedestrians to move throughout the community. Therefore, long-range maintenance and improvements to the street system can benefit all forms of transportation.

OVERALL OBJECTIVES

To achieve the goal of providing a safe and well maintained street system and reducing safety and noise problems in residential areas, the city government will:

- Ensure that existing streets are fully used before it considers widening them or building new ones (see Appendix "B", page B-1).
- Manage traffic so that it is concentrated on arterial streets and thoroughfares and is not disbursed throughout residential areas.
- Undertake street projects only when they improve safety and traffic flow for all types of transportation and do not cause significant environmental problems.
- Establish a system of truck routes that avoid residential areas, and enforce the use of this system.
- Ensure that any circulation project solution, major or minor, must provide for the mitigation of adverse impacts on all residential neighborhoods.

TYPES OF STREETS AND HOW THEY ARE USED

Streets serve different purposes and have different functions. The Streets Master Plan describes a complicated network of streets which have been classified as to how they should be used. The function of a street usually influences its location and size. Table 1 summarizes how the Streets Master Plan classifies all public roadways in San Luis Obispo.

The Streets Master Plan map in the back of this report is the plan for the future function of each of the city's major streets. The map also shows the minor local streets, although their planning is beyond the scope of this Circulation Element.

TABLE 1 - TYPES OF STREETS AND THEIR FUNCTIONS

<u>TYPE OF STREET</u>	<u>PRIMARY FUNCTION</u>	<u>STANDARD WIDTH</u> ⁽¹⁾
Highway	Designed mostly to allow people to drive through the city. Partially used by local residents.	4+ travel lanes 100' to 110' R-O-W ⁽²⁾
Thoroughfare	Can also be a state highway. Connects the city with other parts of the county.	4-6 travel lanes 84' to 100' R-O-W
Arterial Street	Provides circulation between major activity centers and residential areas in the city.	2-4 travel lanes 64' to 84' R-O-W
Collector Street	Collects traffic from residential and commercial areas and channels it to larger arterial streets.	2 travel lanes 56' to 64' R-O-W
Local Street	Directly serves houses, apartments and businesses. Channels traffic to larger streets. Handles only limited traffic.	2 travel lanes up to 56' R-O-W for residential areas; up to 64' R-O-W for commercial areas.
(1) As noted in paragraph 5 on page 22 of this report, precise width is determined when construction plans are drawn.		
(2) The term R-O-W means street right-of-way. The right-of-way of a street includes the width of the road plus gutters, sidewalks, room for utilities and bike paths.		

POSSIBLE CHANGES TO THE STREET SYSTEM

The city's street network doesn't work perfectly. Some problems have occurred because of past growth of the city and the fact that most residents drive automobiles. Other problems may occur in the future if auto use increases and city growth continues. (The Circulation Element assumes that city population might reach 62,000 by the year 2015.)

To correct some existing problems and adequately plan for the future, this Circulation Element identifies possible changes to the city's street system. Table 2 lists these possible construction projects. A more complete description of each project is included in Appendix "A" of this report.

TABLE 2 - POSSIBLE STREET PROJECTS

Project Title*	Description/Purpose	Comments
<u>Chorro Street Operational Improvements</u> (Lincoln Street to Pismo Street)	Installation of turn lanes and removal of some curb parking to reduce downtown traffic congestion.	
<u>Higuera Street Widening</u> (from Marsh Street to Madonna Road)	To handle existing heavy traffic loads and improve driving safety.	
<u>Downtown Intersection Improvements</u>	Minimal removal of curb parking and intersection changes to help downtown traffic flow.	City staff will identify the intersections where changes should occur.
<u>Marsh Street Bridge Replacement</u>	New bridge and freeway ramps to improve traffic flow and help creek flooding problems.	CalTrans will pay for project. Flood protection will be primary benefit of this project.
<u>Los Osos Valley Road Extension</u> (Make connection with South Higuera Street)	Improve access to freeway from South Higuera St. Allow emergency vehicles to better serve this area.	Cal Trans will help with funding. Project contingent upon environmental impact mitigation.
<u>Orcutt Road Overpass</u> (At the railroad)	Will improve traffic flow and driving safety; allow emergency vehicles to get to So. Broad St. area without delays.	Preliminary design & EIR are already completed for this project.
<u>Tank Farm Road Extension</u> (From Edna Road to Orcutt Road)	Designed to serve residential development in the Islay Hill area.	Will be constructed by developers of the Islay Hill area.
<u>Monterey Street Widening</u> (From Santa Rosa St. to U.S. 101)	Needed to handle anticipated heavy traffic loads in the downtown and to reduce congestion.	Preliminary plan lines already drawn.
<u>Santa Rosa Street Widening</u> (From U.S. 101 to Foothill Boulevard)	Designed to handle anticipated heavy traffic loads and allow regional traffic to more easily drive through the city.	
<u>New Freeway Interchange</u> (At Santa Rosa Street)	Reduce traffic congestion for people driving through the city via Highway 1.	Will require Cal-Trans participation in design and construction.
<u>Madonna Road Widening and Interchange Improvements</u>	Needed to handle future traffic due to full development of the Laguna neighborhood. Improve traffic safety for people using Madonna Road interchange.	CalTrans will be responsible for interchange improvements.
<u>Downtown Street Closures</u>	Partial closure of minor downtown streets may allow better pedestrian circulation and additional landscaping.	Feasibility may depend on the extent of future growth and development in the downtown.
<u>Freeway Interchange Modifications</u>	May improve safety for people using the freeway system; should eliminate unneeded off-ramps & improve those that are required for regional traffic flow.	CalTrans will be responsible for this project.

*See Appendix "A" for a more complete description.

IMPLEMENTATION - HOW TO MAKE THE PLAN WORK

To ensure the orderly planning and improvement of the community street system, the city will:

1. Establish Official Building Setback Lines: Maps drawn by the city engineer indicating setback lines along the city's major streets show how wide the streets' right-of-way might have to be to serve the community's future circulation needs. All new structures built along these streets must be behind the official setback line.

The following actions will accomplish this:

- Adoption of official setback lines for the alignment of new streets and along existing streets where widening is anticipated.
- Adoption of official setback lines for all arterial streets and thoroughfares shown on the Streets Master Plan map. Establishing setback lines will allow the city the flexibility of making changes to certain streets if future conditions warrant these changes.

Establishment of setback lines shall not be considered as authorization to widen existing streets or build new ones.

All major street projects shall meet the "level of service" criteria spelled out in Appendix "B" on page B-1 of this Circulation Element.

The City Engineer will evaluate all building setback lines previously adopted by the city and make recommendations to the City Council on which ones should be retained, modified or eliminated.

2. Make Provisional Changes: Before a street is widened or a new one is built, there are often changes that can be made to the existing street system to make it work better. These actions, called provisional changes, may allow the postponement of major changes until they are really needed. Many of these changes involve limited expense and will not seriously disrupt nearby neighborhoods.

The city will make provisional changes to streets when appropriate. These changes include, but are not limited to, the following:

- Removal of on-street parking and re-striping the street to add more travel lanes and improve traffic flow.

- Synchronization of traffic signals to help eliminate delays at heavily-used intersections.
- Reconstruction of curbs at key intersections to allow easier right-hand turns.
- Construction of left-hand turn lanes at key intersections. This may require the removal of some on-street parking or minor widening of the street near the intersection.
- Construction of median islands if they improve traffic flow.
- Improvement of the marketing of the city's bus system so that more people are encouraged to use the bus and leave their cars at home.

3. Monitor Traffic Conditions: This Circulation Element promotes the per capita reduction in automobile use. It is the intent of the city that existing major streets be fully used before they are eligible for widening or other major improvements. This means that the need for the project must be clearly demonstrated and all applicable provisional changes (described in paragraph 2 above) should be made before a street is widened.

Due to the design of the city, the scheduling of future major street changes to the city's street system may be a difficult task.

The scheduling of any major changes to the city's street system will depend on when, how much and how fast the area's population expands and on the type of transportation people will be using in the future. Significant population increases will require more emphasis on alternate means of transportation.

4. Approve an Annual Capital Improvement Program: The City Council is responsible for the annual approval of a Capital Improvement Program (CIP). The CIP is typically a five-year plan of major improvement projects which need to be constructed throughout the city. Major street projects are financed as a part of the CIP.

There is a linkage between the Circulation Element and the Capital Improvement Program. Major street system projects identified in the Circulation Element may become part of the CIP. The City Council may, however, approve specific street projects which are not a part of this plan when the Council determines the projects to be consistent with the criteria for major street development (See Appendix B, page B-1).

5. Assess Environmental Impacts and Construct Projects: The final phase of most major street projects is to prepare precise plans, examine and resolve environmental impacts, and begin construction. It is at this stage that the precise design (e.g., exactly how wide the road will be) is determined. This work is usually done by city engineers and planners, and by private consultants. The city encourages the public to become aware of what's happening and become involved in the decision-making process.

The following principles will direct the construction of major street projects:

The design of major street projects will be consistent with city Subdivision Regulations.

The city encourages residents to participate in the adoption of the yearly Capital Improvement Program and comment on the design and impact of proposed major street projects.

The design and construction of city street projects shall meet community noise standards as defined in the General Plan Noise Element - adopted September 1975.

Where a major street project may have a significant effect on the environment, the city will require that an environmental impact report be prepared and copies made available to the public.

Environmental impact reports that evaluate this Circulation Element or any specific street projects will include serious study of alternative projects which may cause less disruption to the environment.

The city may choose to postpone or permanently defer a major street project where community transportation benefits do not outweigh the environmental problems caused by the project.

The city may require developers to construct street improvements as part of private development projects (such as subdivisions, use permits, planned developments, etc.). The city will adopt street widening and improvement policies which clearly spell out:

- When the city will require certain types of street improvements.
- The responsibilities of the city or the property owner for constructing street improvements.
- The responsibilities of the city or property owner for paying for street improvements.

6. Promote Citizen Participation

Major street projects and some minor ones can change the character of particular residential and commercial areas and affect traffic patterns throughout the community. Therefore, community residents should participate in decisions to carry out and design these projects. To encourage citizen participation, the city will follow the public notice procedures outlined in the chart below for major street projects. For minor street projects the city engineer will:

- (a) Determine whether the project will have significant impact on the neighborhood or whether its implementation may have significant public interest; and
- (b) Provide written notice to residents and property owners who are directly affected by minor street projects which will have significant impact on the neighborhood or be of significant public interest (especially those projects that would alter, divert or increase traffic).

TABLE 3 -- PUBLIC NOTICE PROCEDURES ⁽¹⁾

<u>ACTION</u>	<u>NOTICE MAILED TO ADJOINING PROPERTY OWNERS</u>	<u>ADVERTISE IN LOCAL DAILY NEWSPAPER (2)</u>
1. Amend Circulation Element		X
2. Establish or change setback lines	X	X
3. Approve the funding of a major project		X
4. Approve the design of a major project	X	X
5. Publish draft Environmental Impact Report	X	X
6. Certify Final EIR's		X
7. Approve the final project		X
(1) The procedures listed above are consistent with city and state notification requirements. They represent the minimum amount of notice that the city will give. The city may choose to provide additional notice for particular projects which may be controversial.		
(2) Advertisements will meet public notice requirements specified in various sections of the Municipal Code and will include a verbal description of the action and location maps when appropriate.		

INTERPRETATION - WHAT THE PLAN REALLY MEANS

1. Who Is Responsible For Interpreting The Circulation Element? The Community Development Director. Any determination that the director makes may be appealed to the Planning Commission and City Council.
2. When Will Major Street Projects Be Undertaken? There is no timetable for the construction of major street projects. This Circulation Element lists them in Appendix A as possible projects. The city engineer will continue to appraise the City Council of the need to undertake major projects following criteria listed in Appendix B, page B-1.

The city may continue to require improvements to the street system as part of a private development.

3. How Complete Is The List Of Possible Street Projects? It is complete as shown in this plan. Additions or deletions to Table 2, page 19, will require a change to this Circulation Element. Changes can be considered by the City Council three times each year. Major street projects carried out by the city or as part of a private development must be consistent with the Circulation Element. This means that they should be identified on Table 2 as a possible street project.

Minor street widening projects must also be consistent with the "functional classification" shown on the Streets Master Plan.

4. Exactly How Wide Do Major Streets Really Have To Be? Table 1, page 18, shows the general right-of-way standards that apply to the city's major streets. However, the precise width of a street right-of-way and paved area is determined when plans are prepared prior to construction. Only if a proposed street exceeds the maximum right-of-way dimensions shown on Table 1 will a reclassification of the street and an amendment to this plan be required.
5. Does The Circulation Element Address All Types Of Street Projects? No. There are many minor changes to the city's street system which are beyond the scope of this long-range plan. These projects are routinely carried out

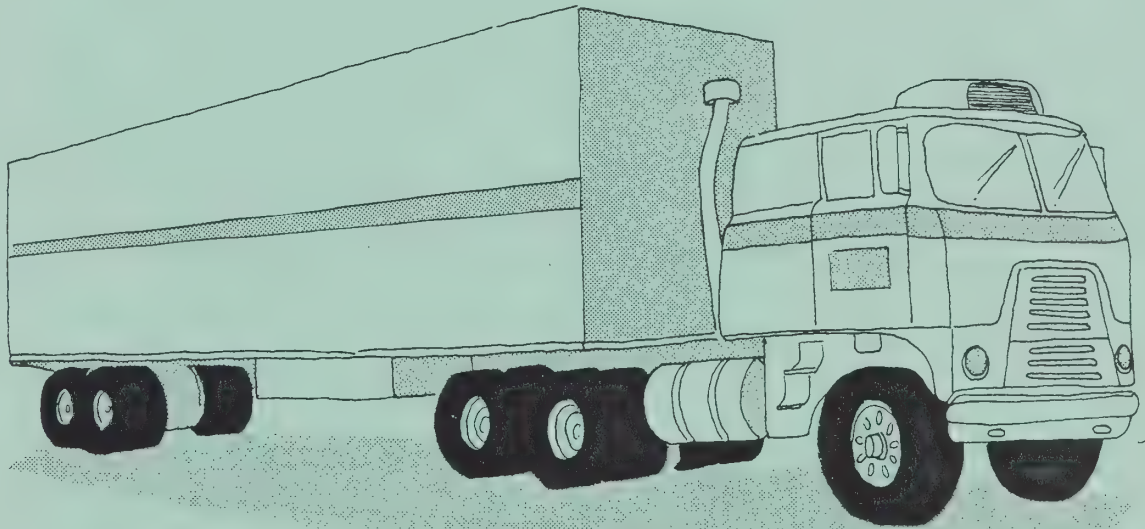
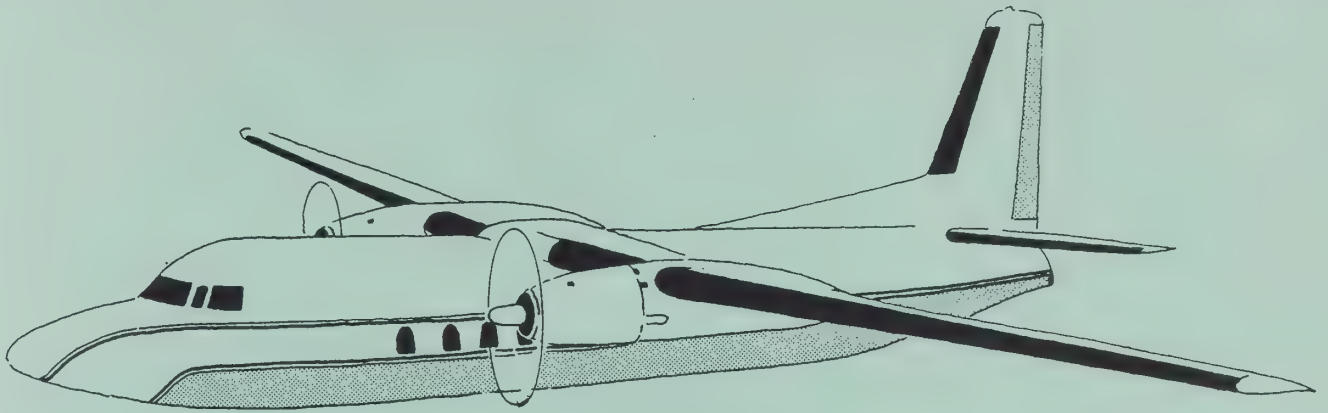
by the city or as part of a private development. The following are considered minor projects:

- Repaving of streets within the existing street area.
- Developing turn lanes where no street widening is required.
- Re-striping the street.
- Building median islands.
- Changing the location of curbs at intersections to improve turning movements.
- Installing traffic signals or stop signs.
- Changing curb markings or street signs.
- Changing the timing of traffic signals.
- Building new local streets.
- Changing curb-side parking.
- Changing the direction of travel lanes of a street.

The Community Development Director will be responsible for determining if projects are "minor" and not subject to the provisions of this Circulation Element if they are not listed above.

6. What Type Of Streets Should Be Built In Areas Where The City Might Grow In The Future? The city's general plan identified four areas where the city might expand in the future. They are labeled on the General Plan Land Use Element map as the "Irish Hills," "Dalidio," "Margarita," and "Orcutt" expansion areas. The Land Use Element states that before these areas are annexed to the city, additional water supply should be secured and a "specific plan" should be prepared for each area.

If these areas (or other land within the city's urban reserve line) are further subdivided or developed while in the county, new streets should meet city design standards. If these areas are annexed to the city, the planning of new streets will be done as part of the specific plan required for each area.



PART 4

Truck, Air & Rail Transportation

PART 4—Truck, Air & Rail Transportation

TRUCK TRANSPORTATION

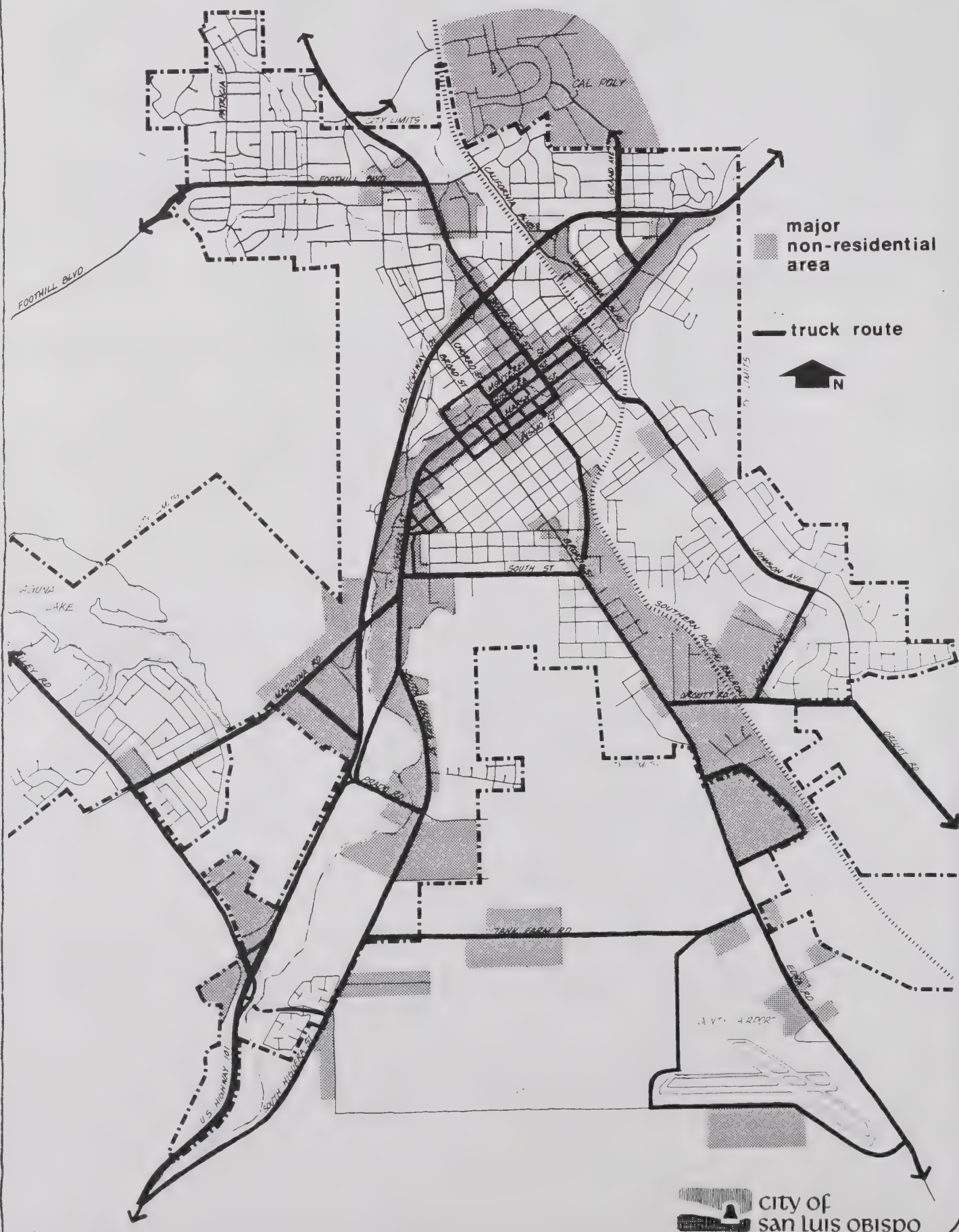
Basic Objective

Provision of effective delivery service in San Luis Obispo without causing downtown traffic congestion or noise problems in residential areas.

Policies and Examples of Possible Programs

1. The city will reduce traffic congestion and circulation problems that may be caused by trucks delivering merchandise in the downtown.
 - The city's Traffic Committee will determine whether the locations of existing truck loading zones are appropriate or whether changes should be made. The feasibility of creating more truck loading zones will also be studied and recommendations will be made to the City Council.
2. The city will regulate truck transportation so that it does not create noise or traffic problems in established residential areas.
 - As part of this element, the city establishes the truck routes shown on the following page. Truck routes will be marked by adequate signing.
 - Commercially licensed trucks over 10,000 pounds gross will not be allowed to use local residential streets as regular delivery routes. Occasional deliveries (such as furniture, or building materials to a construction site) will be allowed, however.
 - Large trucks (over 10,000 pounds gross) should not be used to make deliveries to "home occupations" within residential areas.
 - The city will develop regulations, as part of its Municipal Code, to enforce the provisions of this plan.
 - Intersections will be designed or improved along truck routes to allow trucks to more easily make turns. Overhanging signs, traffic signals or trees will not be placed directly on the corner where they may be damaged by trucks. Curbs will be designed to allow easier turning movements.
 - The city shall require noise mitigation measures along segments of the adopted truck route plan where noise levels will exceed exposure standards contained within the noise element.

MAP 4: 1982 truck route plan



AIR TRANSPORTATION

Basic Objective

Provision of safe and convenient air travel for San Luis Obispo residents and other people living in the Central Coast. Air transportation using the county airport should not create safety or noise problems in surrounding areas.

Policies

The city will encourage the county to establish policies which address the following issues:

1. The County Airport should be used by light planes and small- to medium-sized commercial aircraft. Larger aircraft and commercial jets should not be allowed to use the San Luis Obispo Airport; they should use facilities in Paso Robles or Santa Maria. Except for emergencies, at no time should the gross weight of planes using San Luis Obispo County Airport exceed 30,000 pounds.
2. To discourage use by larger planes, the County Airport's runway should not be extended beyond 4,800 feet.
3. Future use of the airport should not cause undesirable noise in established housing areas. This means that exterior noise levels in these areas should not exceed 60 Ldn.* Before new types of commercial passenger planes are used at this airport, appropriate state and federal agencies should determine whether the aircraft will or will not cause excessive noise.
4. The city and county should regulate land uses surrounding the airport to make sure that they are compatible with existing and future airport operations and avoid conflicts. Of special concern is the need to maintain low employment concentrations in rural industrial areas surrounding the airport.

*Ldn is a measure of noise that gives added weight to nighttime noise.

5. The 1973 Airport Land Use Plan should be updated. The Airport Land Use Commission should ask the county staff to help them do this. The city staff should work with county staff to complete the plan's revision. The revised plan should further study safety concerns in areas surrounding the airport.

Information contained in the county and city general plan Noise Element should be included in the Airport Land Use Plan. The plan's land use compatibility map should be re-analyzed in light of new information.

6. The airport facility plan should also be updated. New airport terminal buildings should eventually be constructed. Tourist-commercial uses (such as hotels and motels) should not be built at the airport.
7. The city of San Luis Obispo should provide sewer and water service to the airport (as agreed to in a City Council Memorandum of Understanding).

RAIL TRANSPORTATION

Basic Program Objective

Use of the train as an alternative means of transportation.

Policies

1. The city will support federal and state policies and programs which maintain or expand the level of railroad passenger service to San Luis Obispo. Coastal passenger train service should not be reduced.
2. The city, working with Cal Trans and affected property owners, will help pay for repairs to public parking and street areas in the vicinity of the Amtrak/Southern Pacific Depot and encourage improvement of the terminal building.
3. The city will publish information which promotes alternative forms of transportation, including passenger trains.

APPENDICES

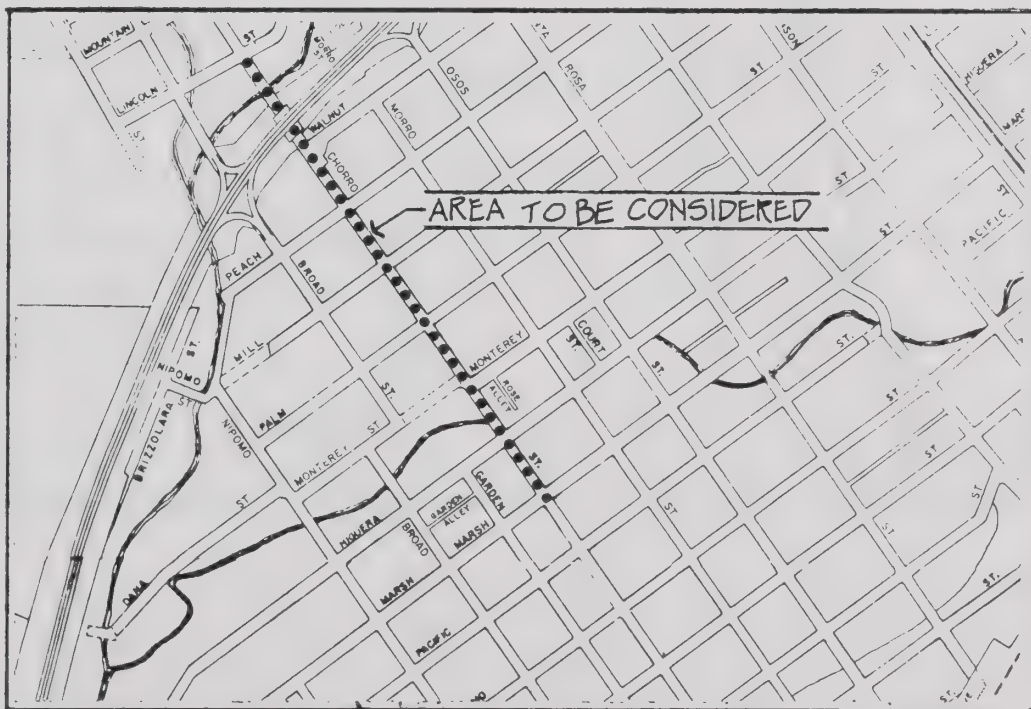
APPENDIX A - DESCRIPTION OF POSSIBLE MAJOR STREET PROJECTS

CHORRO STREET OPERATIONAL IMPROVEMENTS

The Situation: Chorro Street will remain as a main access route to the downtown from the northwest. The traffic capacity of Chorro Street in the downtown is being reduced. Lanes are being blocked by cars making turns or pulling into or out of curbside parking spaces. As a result, traffic congestion has increased.

Possible Solution: Curbside parking could be removed on both sides of Chorro Street from Lincoln Street to Marsh Street. Left-hand turn pockets could be created at Monterey, Marsh, Higuera, Pacific and Pismo Streets.

Location Map

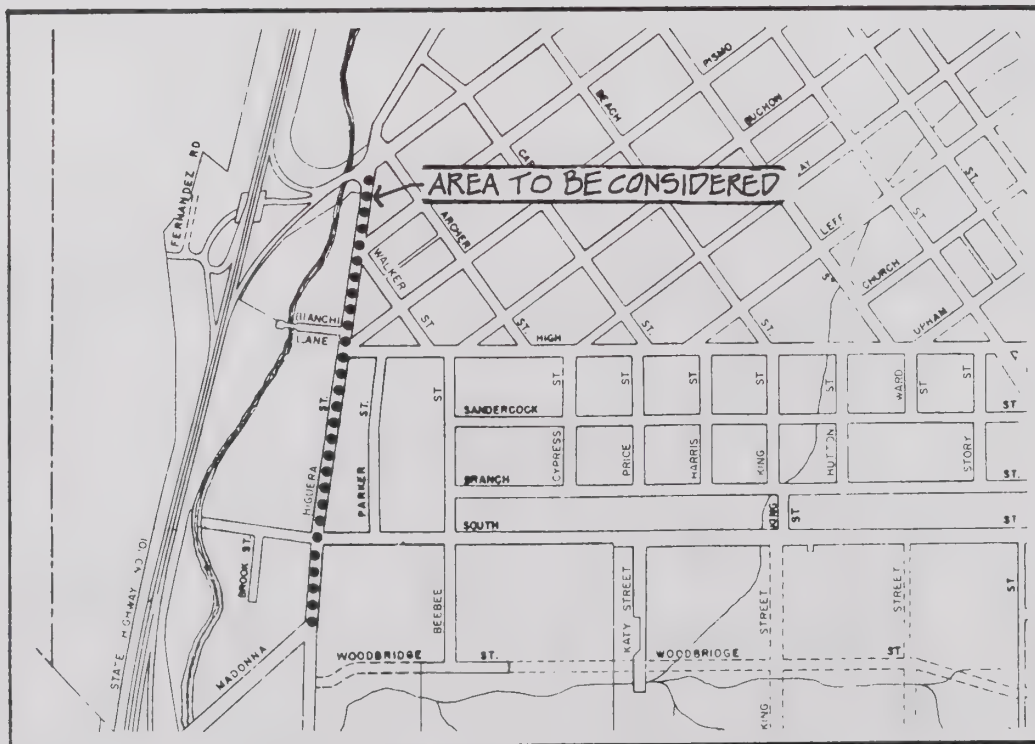


HIGUERA STREET WIDENING

The Situation: Higuera Street is too narrow to handle the number of cars that currently want to use it. Traffic congestion will increase if the city continues to grow. The lanes are too narrow to provide for safe driving.

Possible Solution: Higuera Street could be widened between Marsh Street and Madonna Road. The overall right-of-way could be 80 feet although further design studies may recommend alternative street widths.

Location Map



DOWNTOWN INTERSECTION IMPROVEMENTS

The Situation: There is traffic congestion in the downtown. There may be a need to make some of the key streets in the central business district work better.

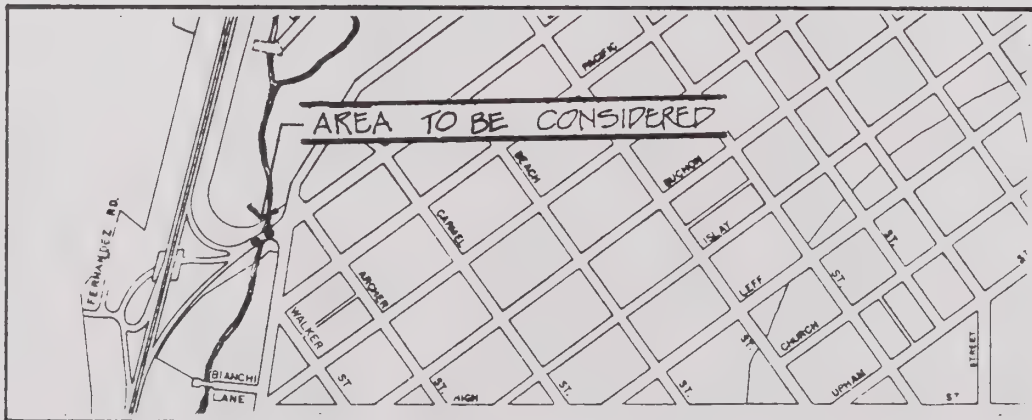
Possible Solution: The radii of curbs at selected locations could be increased. This would allow cars to make easier right-hand turns. Also, 100 feet of curb-side parking could be removed on the right side of major intersection approaches. The city engineer will identify the intersections in the downtown where these types of changes can be carried out and report this information to the City Council.

MARSH STREET BRIDGE

The Situation: A bridge crosses San Luis Obispo Creek at Marsh Street. During heavy rainstorms in 1969 and 1973, debris collected under this bridge and caused the creek to overflow its banks and flood business and residential property along lower Higuera Street.

Possible Solution: The Marsh Street bridge over the creek could be replaced. The creek could then be slightly widened in this area to handle water from a 100-year storm. CalTrans would be responsible for this project and the city staff would assist CalTrans in designing the bridge. This project would not include a major re-design of the Marsh Street interchange.

Location Map

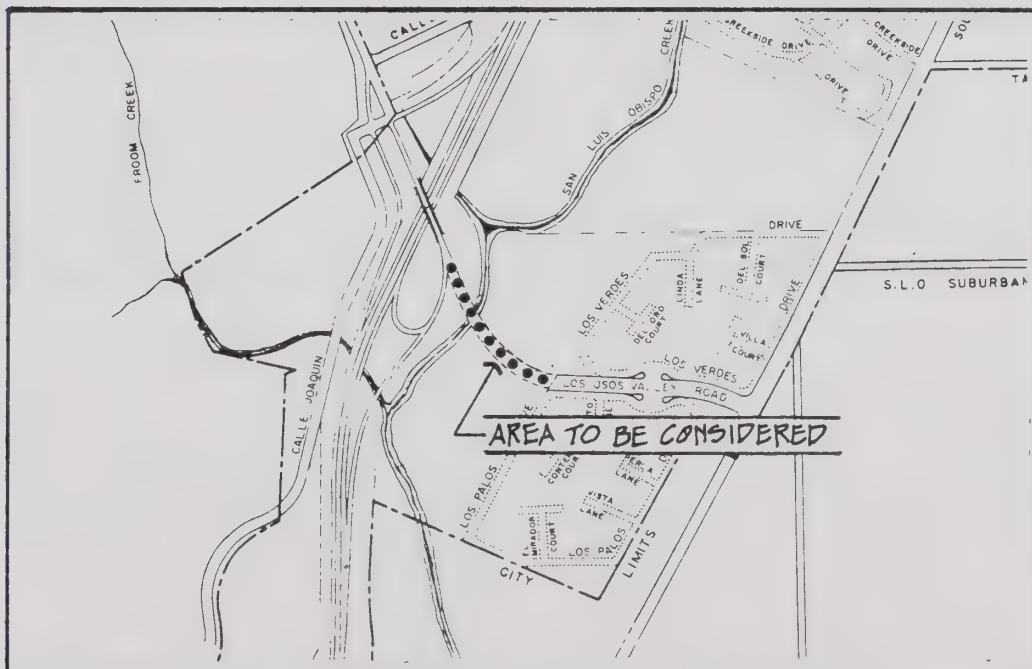


LOS OSOS VALLEY ROAD EXTENSION

The Situation: In the southern part of the city there is only one direct crossing of the freeway, at Madonna Road. Los Osos Valley Road does not connect with South Higuera Street. Because of this missing link, it takes fire trucks from Station 4 at Los Osos Valley Road and Madonna Road more than four minutes to reach residential and commercial areas on South Higuera Street south of Prado Road.

Possible Solution: A bridge over San Luis Obispo Creek connecting the two parts of Los Osos Valley Road could be constructed. Part of the freeway interchange would also have to be redesigned. The project could be carried out if it would not cause significant environmental problems (such as noise and pedestrian safety) for residents along the affected sections of Los Osos Valley Road.

Location Map

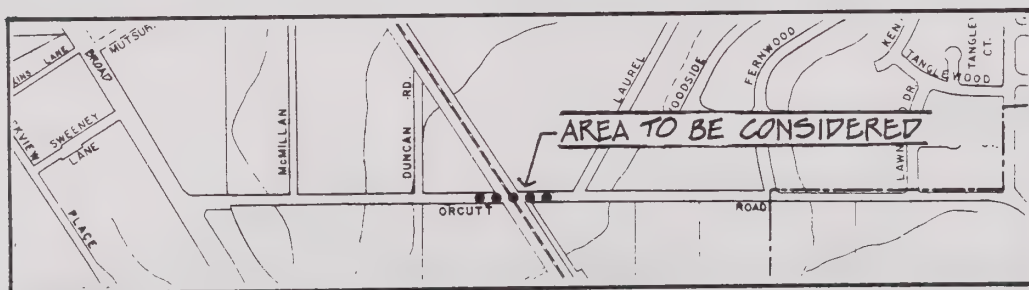


ORCUTT ROAD OVERPASS

The Situation: Orcutt Road, one of the two streets that connect the Johnson Avenue neighborhood with the rest of the city, is occasionally blocked by a train. When it is blocked, fire trucks from Station 3 on Laurel Lane cannot get to the southern part of the city.

Proposed Solution: An overpass could be built across the railroad tracks on Orcutt Road.

Location Map



TANK FARM ROAD EXTENSION

The Situation: The city is planning for a new residential neighborhood in the vicinity of Islay Hill. This neighborhood will contain 1,000 to 1,200 homes and generate about 12,000 to 14,000 car trips per day. Because of the neighborhood's design, there is a need to connect Orcutt Road with Highway 227. This road will serve through traffic as well as residents of housing in the area.

Possible Solution: Tank Farm Road could be extended from Broad Street through the Edna-Islay neighborhood to connect with Orcutt Road. An underpass could be built at the Southern Pacific railroad tracks. The proposed general alignment of the street is shown below. The developer of this area would be responsible for building the street and the railroad underpass.

Location Map

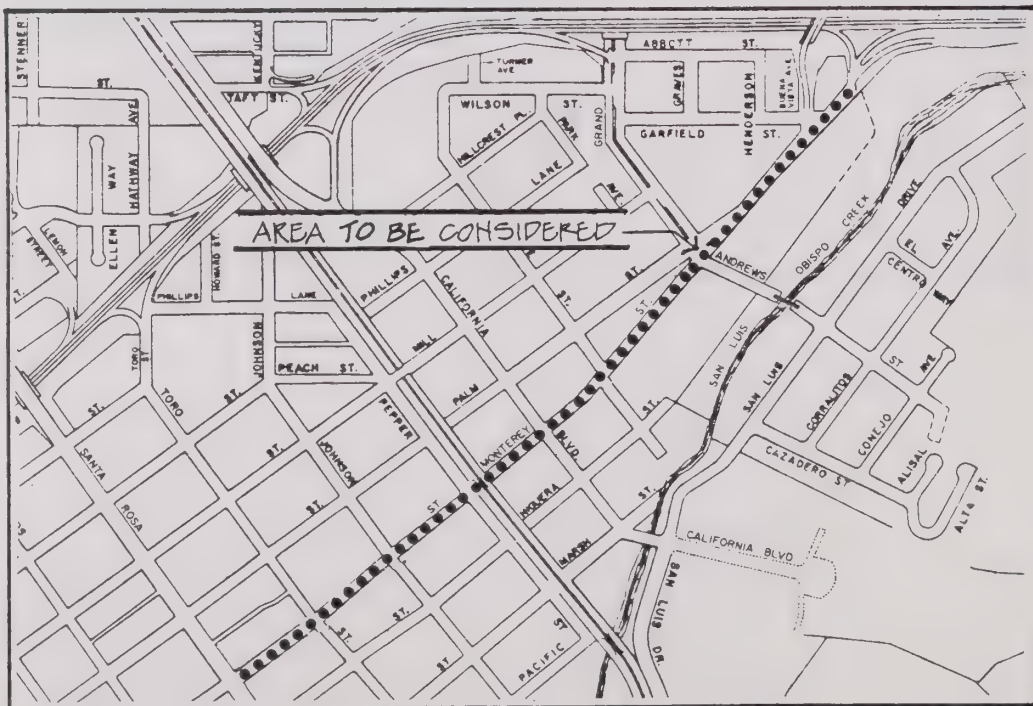


MONTEREY STREET WIDENING

The Situation: Monterey, Mill, and Marsh Streets and Johnson Avenue are the only streets that cross the Southern Pacific railroad in the downtown. They allow people to drive north and south through and around the central business district. Because of future growth and downtown development, traffic may increase and more cars may be using these streets. Monterey Street may be overloaded.

Possible Solution: Monterey Street could be widened in the future between Santa Rosa Street and the freeway. This would increase traffic capacity in this corridor. Preliminary plans show the future right-of-way for Monterey Street as 80 feet. Further design studies may change the width.

Location Map

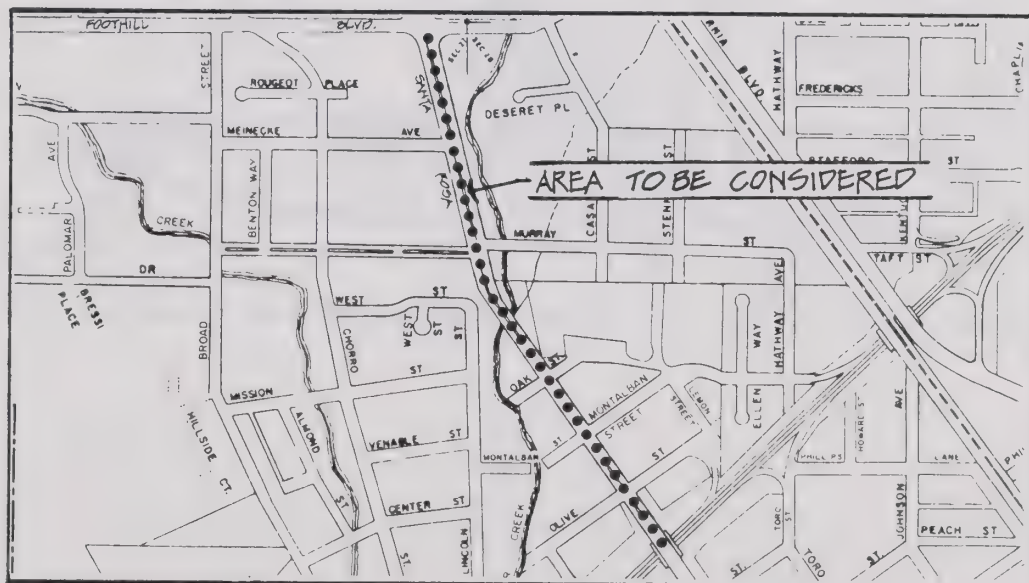


SANTA ROSA STREET WIDENING

The Situation: If the region and the city continue to grow, traffic levels will increase on Santa Rosa Street. The busiest section of this street is between Foothill Boulevard and Highway 101. Since Santa Rosa Street is the major link between this city and the north coastal areas, adequate traffic flow should be maintained. Future traffic levels may overload this street.

Possible Solution: Santa Rosa Street could be widened to six lanes between Highway 101 and Foothill Boulevard.

Location Map



NEW FREEWAY INTERCHANGE AT SANTA ROSA STREET

The Situation: The existing interchange at Santa Rosa Street and the freeway is poorly designed to handle today's traffic. If traffic levels increase in the future and Santa Rosa Street is widened, there will be a need for more efficient traffic flow in this area.

Possible Solution: The Highway 101 interchange at Santa Rosa Street could be redesigned and reconstructed by CalTrans. The city staff could assist in reviewing the design for this facility. The new interchange could be built at the same time or before Santa Rosa Street is widened.

Location Map

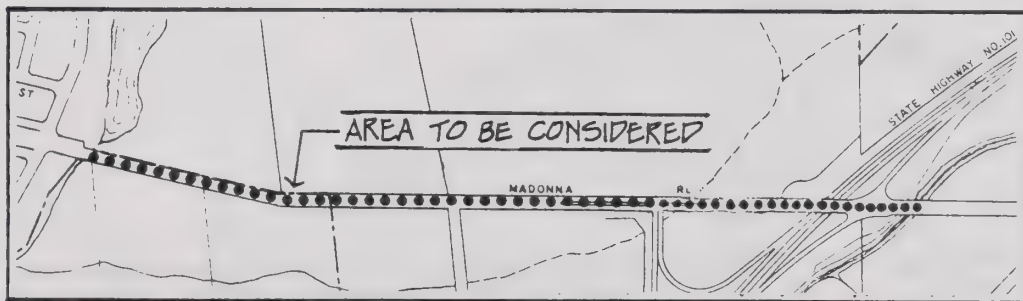


MADONNA ROAD WIDENING

The Situation: If the Laguna neighborhood is expanded as shown on the city's general plan, there will be additional traffic using Madonna Road. Additional commercial development within or adjacent to Madonna Plaza, and growth in the region, could generate more traffic. In the future, these increases could overload Madonna Road.

Possible Solution: Madonna Road could be widened between the freeway interchange bridge and Oceanaire Drive allowing six lanes for traffic. The street would remain at four lanes between Oceanaire Drive and Los Osos Valley Road.

Location Map



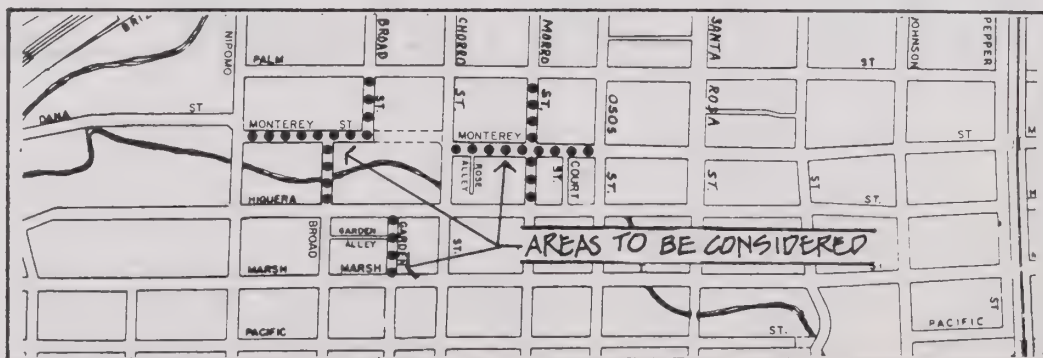
DOWNTOWN STREET CLOSURES

The Situation: There is a need to improve pedestrian circulation in the central business district. This should make the downtown a nicer place to shop and visit. Closing some streets may achieve this goal. However, if a significant amount of new development happens downtown and the city continues to grow, all the downtown streets may be needed to handle traffic.

Possible Solution: In the future, the city could consider closing non-essential streets in the downtown. Candidate streets might include:

- (1) Morro Street between Higuera and Palm Streets;
- (2) Monterey Street between Osos and Chorro Streets;
- (3) Broad Street between Higuera and Palm Streets;
- (4) Monterey Street between Broad and Nipomo Streets;
- (5) Garden Street between Marsh and Higuera Streets.

Location Map

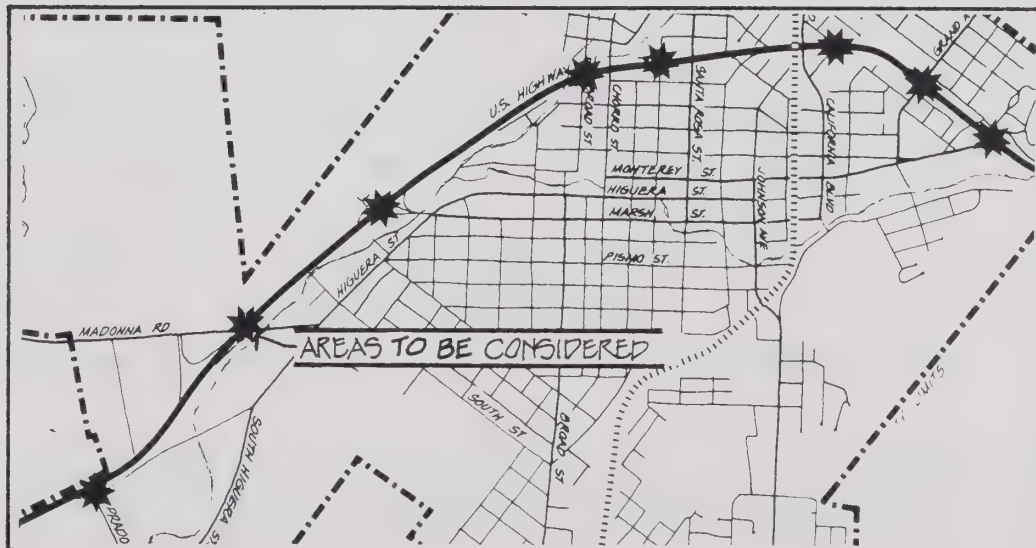


FREEWAY INTERCHANGE MODIFICATIONS

The Situation: The Highway 101 freeway divides the City of San Luis Obispo in two. It was built in 1954 and many of the on- and off-ramps do not meet today's design standards. Some of the interchanges are too close together, requiring drivers to make dangerous weaving movements.

Possible Solution: The city will request CalTrans to reevaluate the entire freeway ramp system in the San Luis Obispo area. Two projects (Santa Rosa Street and Los Osos Valley Road interchanges) have already been mentioned in this report.

Location Map:



APPENDIX B - CRITERIA FOR MAJOR STREET DEVELOPMENT

As stated on page 21, major arterial streets and thoroughfares should be fully used before the city considers developing them to improve traffic flow. How well a street works -- how fully it's used -- is defined by traffic engineers as its level of service. Level A means that traffic flow is smooth, with little or no congestion. Level F is the worst situation -- heavy traffic congestion. See Table 5 on page B-2 for a description of each level of service.

The city will follow the strategy outlined below for considering major changes to arterial streets and thoroughfares within the community.

Step #1: If traffic increases on arterial streets and thoroughfares, the city engineer will carry out all appropriate provisional changes that can improve safety and traffic flow. Types of provisional changes are listed on pages 20 and 21 of this report.

The city's intent is to implement all provisional changes before an arterial street or thoroughfare would be eligible for major changes such as widening.

Step #2: When the level of service reaches Level C during the peak traffic periods of the day, the city engineer will report this to the City Council and present options for resolving projected traffic congestion problems.

The City Council may authorize the engineer at this point to develop preliminary plans for changes to the affected arterial street or thoroughfare.

Step #3: When the level of service within the next four to six years apparently will reach Level D for all of the eight busiest traffic hours of every day, the city engineer will apprise the council of this projection. The City Council may (as part of the annual Capital Improvement Program or other funding programs) authorize the preparation of final design plans and fund the proposed project. The council may also consider other methods of managing traffic levels, and transportation programs, to avoid future traffic increases.

TABLE 4 - STREET SERVICE LEVELS

LEVEL OF SERVICE	DESCRIPTION	VOLUME TO CAPACITY RATIO
A	Free flow (relatively). If signalized, conditions are such that no approach phase is fully utilized by traffic and no vehicle waits through more than one red indication. Very slight or no delay.	0.00 to 0.60
B	Stable flow. If signalized, an occasional approach phase is fully utilized; vehicle platoons are formed. This level is suitable operation for rural design purposes. Slight delay.	0.61 to 0.70
C	Stable flow or operation. If signalized, drivers occasionally may have to wait through more than one red indication. This level is suitable operation for urban design purposes. Acceptable delay.	0.71 to 0.80
D	Approaching unstable flow or operation; queues develop, but are quickly cleared. Tolerable delay.	0.81 to 0.90
E	Unstable flow or operation; the intersection has reached ultimate capacity; this condition is not uncommon in peak hours. Congestion and intolerable delay.	0.91 to 1.00
F	Forced flow or operation. Intersection operates below capacity. Jammed.	over 1.00

Source: Highway Capacity Manual, HRB Special Report 87

APPENDIX C - CLASSIFICATION OF MAJOR STREETS

STREET NAME	SECTION	TYPICAL RIGHT OF-WAY	EXISTING PLAN-LINE WIDTH
THOROUGHFARES			
Broad Street (Highway 227)	From South St. south	60'-100'	80'-84'
Foothill Boulevard	From Los Osos Valley Rd to Santa Rosa St.	60'-76'	76'-81'
Los Osos Valley Road	From Highway 101 north	66'-110'	n/a
Madonna Road	From Los Osos Valley Rd to Highway 101	60'-100'	n/a
Santa Rosa St. (Highway 1)	From Marsh St. north	80'-120'	n/a
ARTERIALS			
Broad Street	From South Street to Higuera Street	55'-60'	80'
California Boulevard	From Cal Poly Campus to San Luis Drive	60'-100'	72'-92'
Chorro Street	From Highland Drive to Pismo Street	50'-60'	60'-72'
Foothill Boulevard	From Highway 1 to Crandall Way	50'-76'	76'
Grand Avenue	From Cal Poly Campus to Monterey Street	100'	n/a
Highland Drive	From Santa Rosa (Hwy 1) to Cal Poly	60'-80'	n/a
Higuera St.	From Johnson Avenue south	50'-84'	84' from Marsh St. south

*Planned New Section

STREET NAME	SECTION	TYPICAL RIGHT OF-WAY	EXISTING PLAN-LINE WIDTH
Johnson Avenue	From Mill Street to Orcutt Road	60'-80'	60'-80'
Laurel Lane	From Orcutt Road to Johnson Avenue	81'+	81'-86'
Los Osos Valley Road	From Highway 101 south to Higuera Street*	84'	n/a
Madonna Road	From Highway 101 to Higuera Street	60'	
Marsh Street	From Highway 101 inter- change north to California Boulevard	70'	n/a
Monterey Street	From Chorro Street to Highway 101	60'-70'	n/a
Orcutt Road	From Broad Street to just past Tank Farm Rd.*	40'-58'	76'-84'
Osos Street	From Monterey Street to Santa Barbara St.	50'-60'	
Pismo Street	From Johnson Avenue to Higuera Street	50'-60'	n/a
Prado Road	From Highway 101 to city limits	30'-60'	n/a
San Luis Drive	From Johnson Avenue to California Boulevard	60'+	76'
Santa Barbara Street	From Osos Street to Broad Street	60'	

*Planned New Section

STREET NAME	SECTION	TYPICAL RIGHT OF-WAY	EXISTING PLAN-LINE WIDTH

	Road southwest		
Margarita Ave.	From Higuera Street to city limits	84'	n/a
Mill Street	From Broad Street to California Boulevard	60'	n/a
Nipomo Street	From Palm Street to Higuera Street	60'	n/a
Oceannaire Drive	Los Osos Valley Road to Cayucos Drive	54'-60'	n/a
Orcutt Road	From South of Tank Farm Road* south	60'	
Palm Street	From Nipomo Street to Johnson Avenue	60'-70'	n/a
Patricia Drive	From Foothill Bloulevard north to city limits	50'-54'	n/a
Prado Road	From City limits to Broad Street	64'	n/a
Prefumo Canyon Road	From Los Osos Valley Road south 1300'	40'-84'	n/a
Sacramento Drive	From Industrial Way to Via Esteban	60'	n/a
Southwood Drive	From Sinsheimer Park to Sequoia Street	54'-60'	n/a
Sydney Street	From Flora Street to Johnson Avenue	50'	n/a

*Planned New Section

STREET NAME	SECTION	TYPICAL RIGHT OF-WAY	EXISTING PLAN-LINE WIDTH
Santa Rosa Street	From Marsh Street to Buchon Street	60'	n/a
South Street	From Broad Street to Higuera Street	60'	
Tank Farm Road	From Higuera Street to Orcutt Road*	40'	n/a
>>>>>>>>>>>>>>>>>>>>>>>>>>>>	COLLECTORS	<<<<<<<<<<<<<<<<<<<<<<<<<<<<	
Augusta Street	From Bishop Street to Laurel Lane	54'-60'	n/a
Broad Street	From Foothill Boulevard to Palm Street	50'	n/a
Capitolio Way	From Broad Street to Sacramento Drive	40'	n/a
Chorro Street	From Pismo Street to Buchon Street	50'-60'	-
Flora Street	From Southwood Drive north	54'-60'	n/a
High Street	From Higuera Street to Broad Street	60'	n/a
Highland Drive	From Patricia Drive to North Chorro	50'-60'	n/a
Laurel Lane	From Flora Street to Johnson Avenue	60'	n/a
Lincoln Street	From Chorro Street to Broad Street	60'	n/a
Madonna Road	From Los Osos Valley	55'-60'	

APPENDIX D - BIBLIOGRAPHY

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3. San Luis Obispo Regional Transportation Planning Agency, San Luis Obispo Regional Transportation Study (Revised 1978), November 1978, 225 pages.
4. John E. Williams, A Bikeway Plan For San Luis Obispo, 1974, 119 pages.
5. Meyer, Merriam, Nishioka and Schutt, South Street Extension EIR, December 1975, 59 pages.
6. Westec Services Inc., Draft Environmental Impact Report: Orcutt-Railroad Grade Separation, April 1979, 69 pages.
7. Larry Seeman & Associates, Draft Environmental Impact Report: Circulation Element, June 1981, 193 pages.

APPENDIX E - TRANSPORTATION WORK PROGRAM

Each chapter of this Circulation Element identifies actions that will be taken to improve all forms of transportation in San Luis Obispo. Some of these actions are more important than others -- that is they will more directly carry out the stated transportation goals and will significantly improve transportation in the city.

It is important to establish priorities so these important projects are done first and not delayed -- there is only so much city staff time and money available. The work program, shown below and outlined on Table #5 on the following page, is divided into three sections:

- First Priority Actions: Can be done almost immediately, promote expanded use of alternative forms of transportation, or continue important maintenance programs.
- Second Priority Actions: Will require a significant amount of time and expense to carry them out. They include a mixture of projects which promote alternative forms of transportation and provide for maintenance of adequate traffic flow in the city.
- Third Priority Actions: Are probably not needed immediately or may have only limited benefits.

This work program is not designed to be a precise schedule of events. Opportunities may arise where the city feels a specific project should shift from one group to another. The City Council will update the transportation work program each year when it reviews the budget.

TABLE 5 - WORK PROGRAM PRIORITIES

FIRST PRIORITY ACTIONS:

Promotional Programs: Publish literature and take other actions to promote all forms of alternative transportation.

Traffic Monitoring: Establish a systematic procedure for monitoring traffic levels on all arterial streets and thoroughfares in the city.

Bike Route Improvement Plan: Develop a plan which shows the precise type of improvements to be made along each link of the city's bike path system.

Bicycle Storage: Install bicycle storage facilities (racks or lockers) at key public locations throughout the city.

Crosswalks: Stripe crosswalks or use contrasting surface materials at busy intersections where pedestrian traffic is heavy.

Sidewalks: Repair and construct sidewalks in the downtown and along streets which connect housing areas with schools and other activity centers.

Provisional Street Changes: Make changes within existing street rights-of-way which improve traffic flow.

Bicycle Education Program: Continue to provide instruction on the operation and repair of bicycles.

Downtown Intersection Improvement: Construct improvements to facilitate turning movements at key intersections.

Truck Route Ordinance: Write an ordinance which enforces the proposed truck route plan shown in the Circulation Element.

Plan Line Studies: Prepare recommendations for establishing plan lines on all arterial streets and thoroughfares shown on the Streets Master Plan map.

SECOND PRIORITY ACTIONS:

Bike Lanes: Continue to develop bike lanes along designated sections of the city's street system.

In-Town Bus Studies: Analyze and report to the City Council on a series of changes to the transit system which would improve service.

Street Improvement Policies: Write policies which spell out the responsibilities of the city and developers for making improvements.

Bicycle Licensing Program: Establish an expanded mandatory program in San Luis Obispo.

Southern Pacific Railroad Depot Improvements: Work with Amtrak, CalTrans and Southern Pacific Transportation Company to improve the depot and parking lot area.

Railroad Pedestrian Crossings: Work with the Southern Pacific Railroad to build pedestrian and bicycle bridges at key intersections.

THIRD PRIORITY ACTIONS:

Truck Loading Zones: Study the location, number and use of loading zones and recommend changes.

APPENDIX F

RESOLUTION NO. 4755 (1982 Series)

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN LUIS OBISPO ADOPTING A REVISED CIRCULATION ELEMENT OF THE GENERAL PLAN

WHEREAS, Section 65302 (b) of the California Government Code directs all cities and counties to prepare a General Plan Circulation Element; and

WHEREAS, the City has determined that it is appropriate and necessary to update and revise previous circulation plans adopted by the City; and

WHEREAS, the Planning Commission and City Council have held public hearings on a new Circulation Element in accordance with the California Government Code and General Plan Amendment regulations of the City; and

WHEREAS, the Planning Commission and City Council has considered public testimony and technical information prepared by staff covering goals, policies, and programs and including analysis of the city's street system, alternative forms of transportation, and a prioritized transportation work program; and

WHEREAS, the City Council has evaluated various transportation strategies as part of a program of comprehensive planning aimed at encouraging the per capita reduction of automobile use in the city and the use of alternative forms of transportation such as bicycles, buses, mopeds, car pools and walking; and

WHEREAS, the Circulation Element incorporates programs aimed at providing for adequate street maintenance while promoting the expanded use of alternative forms of transportation; and

WHEREAS, the City Council intends to reexamine the Circulation Element periodically to evaluate the effects of programs and to consider new information.

NOW THEREFORE BE IT RESOLVED BY the Council of the City of San Luis Obispo as follows:

- (1) The Circulation Element of the City of San Luis Obispo General Plan, as required by California Government Code Section 65302 (b) is adopted. The text of the said adopted element is attached hereto as Exhibit A;
- (2) Changes have been incorporated into the draft Circulation Element which mitigate or avoid the significant environmental effects identified in the final Environmental Impact Report.
- (3) The Community Development Department shall publish and make available to the public said element and shall distribute copies to appropriate members of City government, to the California Office of Planning and Research, other appropriate agencies and local libraries;
- (4) The Circulation Element adopted January 15, 1973, and the master plan of Streets and Highways (1966) are rescinded.
- (5) The adoption of this element shall take effect thirty days from the date of adoption of this resolution.

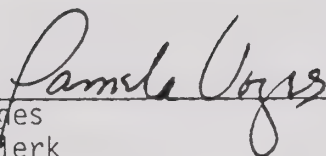
On motion of Councilman Dunin , seconded by Councilman Griffin and on the following roll call vote:

AYES: Councilmembers Dunin, Griffin and Mayor Billig
NOES: Councilmembers Dovey and Settle
ABSENT: None

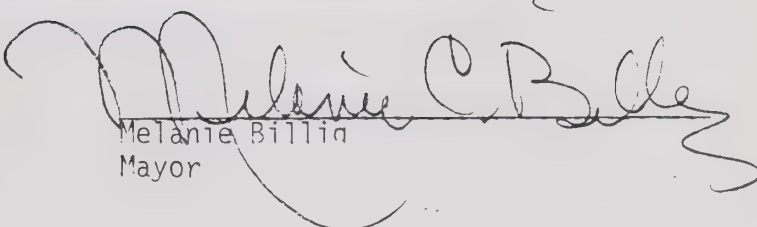
The foregoing resolution was passed and adopted this 2nd day of March 1982.

Circulation Element

Attest:




Pam Voges
City Clerk



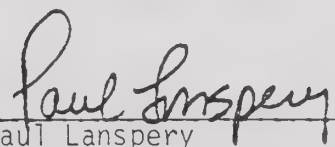
Melanie Billin
Mayor

Approved as to Form:

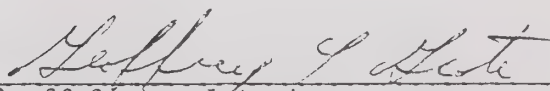


George Thatcher
City Attorney

Approved as to content:



Paul Lansperg
City Administrative Officer



Geoff Grote, Interim
Community Development Director

APPENDIX G

RESOLUTION No. 4982 (1982 SERIES)

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN LUIS OBISPO
AMENDING THE CIRCULATION ELEMENT OF THE GENERAL PLAN.

WHEREAS, Section 65302 (b) of the California Government Code directs all cities and counties to prepare a General Plan Circulation Element; and

WHEREAS, Section 9600 of the San Luis Obispo Municipal Code provides for the amendment of the city's General Plan three times during each calendar year; and

WHEREAS, on September 8, 1982, the Planning Commission held a public hearing consistent with the city's general plan amendment regulations to consider a series of changes to the Circulation Element (as adopted March 2, 1982 by City Council Resolution 4755 - 1982 Series); and

WHEREAS, the City Council has considered the Planning Commission's recommendations for amending the Circulation Element at an advertised public hearing on November 9, 1982; and

WHEREAS, the City Council reviewed and considered the environmental determination made by the Community Development Director for the proposed Circulation Element amendments.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of San Luis Obispo as follows:

SECTION 1: The Circulation Element of the City of San Luis Obispo General Plan (as adopted by Council Resolution 4755 - 1982 Series) is hereby amended as specified on Exhibit "A", attached and incorporated herein by reference.

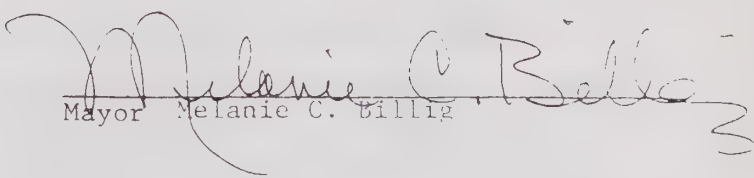
On motion of Councilman Griffin, seconded by Councilman Settle, and on the following roll call vote:

AYES: Councilmembers Griffin, Settle, Dovey and Mayor Billig

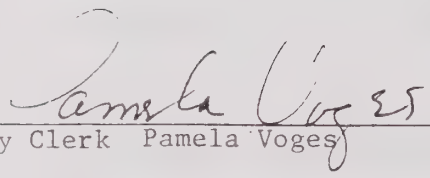
NOES: Councilman Dunin

ABSENT: None

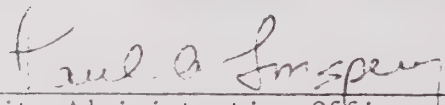
the foregoing resolution was passed and adopted this 9th day of November
1982.


Mayor Melanie C. Billig

ATTEST:


City Clerk Pamela Voges

APPROVED:


City Administrative Officer


City Attorney



Community Development Director

EXHIBIT "A" - AMENDMENTS TO THE SAN LUIS OBISPO GENERAL PLAN CIRCULATION
ELEMENT (November 1982)

1. Add the following as the last intended paragraph on page 17:

"Ensure that any circulation project solution, major or minor, must provide for the mitigation of adverse impacts on all residential neighborhoods."

2. Delete the following sentence shown on page 20, paragraph 4:

"Nor shall they be considered as an implied statement of need for street widening projects."

3. Delete the following sentence from section 3, paragraph 2, on page 21:

"However, if the city's population..."

4. Add the following to section 3 on page 21 of the Element:

"Due to the design of the city, the scheduling of further major street changes to the city's street system may be a difficult task. Significant population increase will require more emphasis on alternative methods of transportation."

5. Amend the policy shown on A-13 of the Circulation Element to read as follows:

"The City will request Caltrans to reevaluate the entire freeway ramp system in the San Luis Obispo area. Two projects (Santa Rosa Street and Los Osos Valley Road interchanges) have already been mentioned in this report."

6. Add the following to the first sentence on page 23:

"Major street projects and some minor ones..."

7. Amend the last sentence of the paragraph on page 23 of the Circulation Element to read as follows:

"To encourage citizen participation, the City will follow the public notice procedures outlined in the chart below for major street projects. For minor street projects, the City Engineer will:

- (1) Determine whether the project will have significant impact on the neighborhood or whether its implementation may have significant public interest.
- (2) Provide written notice to residents and property owners that are directly effected by minor street projects which will have significant impact on the neighborhood or be of significant public interest (especially projects that will alter, divert, or increase traffic)."

(INCLUDE CHART SHOWN ON FOLLOWING PAGE)

8. Amend Map 4: 1982 Truck Route Plan on page 28 of the Circulation Element to show:

Orcutt Road east of Laurel Lane and south of Johnson Avenue as a truck route. Madonna Road between Calle Joaquin and Los Osos Valley Road as a truck route.

9. Include the following policy on page 27 of the Circulation Element:

"The City shall require noise mitigation measures along segments of the adopted truck route plan where noise levels will exceed exposure standards contained within the noise element."

10. INSERT THE FOLLOWING CHART ON PAGE 23 OF THE CIRCULATION ELEMENT:

(1)

TABLE 3 - PUBLIC NOTICE PROCEDURES

<u>ACTION</u>	<u>NOTICE MAILED TO ADJOINING PROPERTY OWNERS</u>	<u>ADVERTISE IN LOCAL DAILY NEWSPAPER (2)</u>
1. Amend Circulation Element		X
2. Establish or change setback lines	X	
3. Approve the funding of a major project		X
4. Approve the design of a major project	X	X
5. Publish draft Environmental Impact Report	X	X
6. Certify Final EIR's		X
7. Approve the final project		X

- (1) The procedures listed above are consistent with city and state notification requirements. They represent the minimum amount of notice that the city will give. The city may choose to provide additional notice for particular projects which may be controversial.
- (2) Advertisements will meet public notice requirements specified in various sections of the Municipal Code and will include a verbal description of the action and location maps when appropriate.

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